

CITY OF ISSAQUAH
MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

Description of Proposal: Construct a 4-story 88,000 square foot (SF) fully-enclosed self-storage building, and a 12,000 SF retail/service tire shop with 7 service bays and a retail/office area on a 1.89 acre site. Site improvements include 44 parking spaces, associated landscaping and utility improvements. There is a Category III off-site wetland, located in adjacent the East Lake Sammamish Trail corridor, and the wetland buffer extends onto the north corner of the subject site. The 50-foot wetland buffer would be reduced by 1,064 SF to a minimum buffer width of 37.5 feet (25% buffer reduction), replaced with 1,075 SF of added buffer area, and the entire on-site buffer area (6,163 SF) would be enhanced with native trees and shrubs. The site would be accessed from a private driveway off NW Gilman Blvd.

Proponent: Bob Power
Gilman Point LLC
165 NE Juniper St, Suite 100
Issaquah, WA. 98027

Permit Number: ASDP15-00002

Location of Proposal: 160 NW Gilman Blvd

Lead Agency: City of Issaquah

Determination: The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Comment/Appeal Period: This MDNS is issued under WAC 197-11-340(2) and 197-11-680(3)(a)vii. There is a 21-day combined comment/appeal period for this determination, between **July 9, 2015 and July 30, 2015**. Anyone wishing to comment may submit written comments to the Responsible Official. The Responsible Official will reconsider the determination based on timely comments. Any person aggrieved by this determination may appeal by filing a Notice of Appeal with the City of Issaquah Permit Center. Appellants should prepare specific factual objections. Copies of the environmental determination and other project application materials are available from the Issaquah Development Services Department, 1775 12th Avenue NW.

Appeals of this SEPA determination must be consolidated with appeal of the underlying permit, per IMC 18.04.250.

Notes:

- 1) This threshold determination is based on review of the construction plans received March 10, 2015; environmental checklist received March 10, 2015; and other documents in the file.
- 2) Issuance of this threshold determination does not constitute approval of the permit. The proposal will be reviewed for compliance with all applicable City of Issaquah codes, which regulate development activities, including the Land Use Code, Critical Area Regulations, Building Codes, Clearing and Grading Ordinance, and Surface Water Design Manual.

Findings:

1. Critical Areas - There is a Category III off-site wetland, located in the adjacent the East Lake Sammamish Trail (ELST) corridor, and the wetland buffer extends onto the north corner of the subject site. The off-site wetland has been enhanced as part of mitigation for improvements to the

ELST and the current wetland rating considered the enhancement. The 50-foot wetland buffer extending on the site would be reduced by 1,064 SF to a minimum buffer width of 37.5 feet (25% buffer reduction), replaced with 1,075 SF of added buffer area. The entire on-site wetland buffer area (6,163 SF) would be enhanced with native trees and shrubs. The buffer reduction is limited to only the south end of the wetland buffer, minimizing the extent of buffer impacts. The proposed building would not actually encroach into the wetland buffer, but would be constructed adjacent to the buffer and the required building setback would extend into the buffer area. The proposed buffer averaging is consistent with the City's Critical Areas Regulations; limiting buffer reductions/averaging to 25% of the standard buffer width and providing an equal buffer replacement area. The proposed buffer reduction area currently consists of pasture vegetation and does not provide any significant protective buffer functions (i.e. water quality or habitat). The buffer enhancement plan would significantly increase the plant species and structural diversity of buffer vegetation, thereby increasing the habitat quality and also providing a physical and visual screen between the development and the wetland and ELST. The buffer enhancement would be adjacent to and complement the previously enhanced off-site wetland and wetland buffer located in the ELST corridor.

Final wetland/wetland buffer enhancement plans are required for approval by the Issaquah Development Services Department (DSD) prior to issuing construction permits. Final plans shall include a planting plan and a 5-year monitoring/maintenance plan with performance standards for monitoring success of the enhancement planting. The plans shall meet standards of the King County Critical Areas Mitigation Guidelines for the planting density and monitoring performance standards.

2. Traffic – A Traffic Impact Study (TSI, March 9, 2015) was provided to document and evaluate the traffic impacts related to the development proposal. The study concludes the proposal would generate 17 new PM peak hour trips based on trip generation from independent studies of similar projects.

The traffic study evaluated the existing level of service (LOS) and the 2016 LOS with the proposed development at the intersections of NW Gilman Blvd and Front St N, NW Gilman Blvd and NW Juniper St, NW Juniper St and Rainier Blvd N, and NW Gilman Blvd and the east driveway entrance into the development site. The analysis concluded the proposal would not impact the LOS at these intersections, with the exception of the stop-controlled, northbound left turn movement from NW Juniper St onto NW Gilman Blvd. This turn movement currently operates at LOS F and the proposal would increase the left turn delay by approximately 18 seconds. Improvements and signalization of this intersection are identified in Issaquah's Transportation Improvement Program (TIP). The TIP improvement will address the LOS deficiency.

For the City's new concurrency standards (adopted by Ordinance #2733, effective February 2, 2015), a system-wide transportation concurrency assessment for future planned growth was completed. Road improvements to mitigate for the corresponding planned growth were identified, and a transportation impact fee calculated to fund these road improvements. According to the City's traffic model, adopted level of service (LOS) standards would be maintained and development projects would be concurrent provided the identified road improvements are constructed.

Under the City's new concurrency standards, individual development applications are not required to address their traffic impacts on the local street system, provided a proposal is consistent with the City's planned growth that was previously evaluated in the traffic concurrency model. The subject proposal is consistent with the growth assumptions in the traffic concurrency model. Therefore, the proposed development can withdraw trips from the "trip bank" that was calculated for concurrency and can mitigate their traffic impacts by payment of the traffic impact fee. The traffic impact fee will be used by the City to fund transportation improvements identified in the concurrency model and on the City's Transportation Improvement Program (TIP). Improvements and signalization of the NW

Gilman Blvd and NW Juniper St intersection is identified in Issaquah's Transportation Improvement Program (TIP).

However, the concurrency assessment doesn't address traffic operations and safety at the project site driveway access or at non-concurrency intersections. Currently, during the PM peak hour the eastbound left-turn queue at the intersection of NW Gilman Blvd and N Front St backs up beyond NW Juniper St. Also, the westbound left-turn queue at the intersection of NW Gilman Blvd and NW Juniper St extends beyond the existing left-turn pocket and blocks westbound through traffic flow on NW Gilman Blvd. Due to the existing traffic conditions on NW Gilman Blvd in the immediate vicinity of the site, and to address the safety and operations of the site access, the driveway access shall be restricted to right-in/right-out turn movements only. The applicant shall install C-curb on NW Gilman Blvd to limit turn movements. Final plans for the driveway access onto NW Gilman Blvd shall be approved prior to issuance of construction permits.

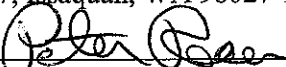
Due to the configuration of the access driveway, turning movements of large delivery trucks may require both lanes on NW Gilman Blvd. Therefore, the site access for trucks and truck trailers 35-feet and longer shall be restricted to the hours between 10:00 PM and 6:00 AM.

3. Bicycle and Pedestrian Facilities – The *Nexus Study for Bicycle and Pedestrian Facilities Mitigation Fees* (Henderson Young & Company, December 10, 2014) was adopted by the City Council, Ordinance #2733, effective February 2, 2015. The study quantifies the direct impact of new development on the current system of bicycle and pedestrian facilities and the additional demands from future growth to maintain the adopted level of service. The report uses trip generation rates based on the different land use types to quantify the impacts of new development. It also identifies 16 specific bicycle and pedestrian projects that are needed to support the City's level of service standard. Payment of mitigation fees as determined in the study may satisfy a development's requirement to mitigate their project impacts on the level of service standard. If the developer doesn't voluntarily use the methodology and mitigation fees as determined in the report, the developer may choose other methods to quantify and mitigate their impact including conducting a study of its impacts and identifying alternate means of mitigating impacts to achieve the adopted standards. Applicant objections to the voluntary payment should be made during the SEPA comment period.
4. Public Services - The proposal would have a potential impact on public services, including police and general government buildings. IMC Chapter 3.74, Methods to Mitigate Development Impacts, provides alternatives to mitigate for direct impacts of proposed development. The City may approve a voluntary payment in lieu of other mitigation. Rate studies for police facilities and general government buildings are included in IMC 18.10.260 as the City's SEPA policy base. The rate studies present the methodology and formulas for determining the amount of the mitigation fee commensurate with the proposed land use and project impacts. Applicant objections to the voluntary payment should be made during the SEPA comment period.

Mitigation Measures: The Mitigated Determination of Nonsignificance is based on the checklist received March 10, 2015 and supplemental information in the application. The following SEPA mitigation measures shall be deemed conditions of the approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code.

1. Final wetland/wetland buffer enhancement plans are required for approval by the Issaquah Development Services Department (DSD) prior to issuing construction permits. Final plans shall include a planting plan and a 5-year monitoring/maintenance plan with performance standards for monitoring success of the enhancement planting. The plans shall meet standards of the King County Critical Areas Mitigation Guidelines for the planting density and monitoring performance standards.

2. To address the safety and operations of the site access, the driveway access shall be restricted to right-in/right-out turn movements only. The applicant shall install C-curb on NW Gilman Blvd to limit turn movements. Final plans for the driveway access onto NW Gilman Blvd shall be approved prior to issuance of construction permits.
3. Due to the configuration of the access driveway, turning movements of large delivery trucks may require both lanes on NW Gilman Blvd. Therefore, the site access for trucks and truck trailers 35-feet and longer shall be restricted to the hours between 10:00 PM and 6:00 AM.
4. The applicant shall mitigate for potential impacts on public services and bicycle and pedestrian facilities. The City may approve a voluntary payment in lieu of other mitigation. The current fees based on the rate studies are \$49.32 per 1,000 SF of new building area for the General Government Buildings Mitigation Fee and the Police Mitigation Fee is \$123.29 per 1,000 SF of new office area and \$912.37 per 1,000 SF for new retail building area. The Bicycle-Pedestrian Facility Mitigation Fee is \$225.00 per 1,000 SF for a tire store and a self-storage facility is not a listed use and will need to be determined based on similar trip generation uses. Applicant objections to the voluntary mitigation fee payments should be made during the SEPA comment period. The impact fee cost will be determined based on the new building area approved in the building permit application and the impact fee in effect at permit issuance. The applicant should pay the voluntary contribution prior to issuance of building permits.

Responsible Official: Peter Rosen
Position/Title: Environmental Planner
Address/Phone: P.O. Box 1307, Issaquah, WA 98027-1307 (425) 837-3094
Date: 7/9/2015 **Signature:** 

cc: Washington State Department of Ecology
Muckleshoot Indian Tribe
U.S. Army Corps of Engineers
Washington State Department of Fish and Wildlife
Issaquah Development Services Department
Issaquah Public Works Engineering and Parks and Recreation Departments